

a gradient of climb of 0.3 percent for three-engine airplanes and 0.5 percent for four-engine airplanes.

[Docket No. 50666, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-121, 72 FR 44666; Aug. 8, 2007]

§ 25.125 Landing.

(a) The horizontal distance necessary to land and to come to a complete stop (or to a speed of approximately 3 knots for water landings) from a point 50 feet above the landing surface must be determined (for standard temperatures, at each weight, altitude, and wind within the operational limits established by the applicant for the airplane):

(1) In non-icing conditions; and
(2) In icing conditions with the landing ice accretion defined in appendix C if V_{REF} for icing conditions exceeds V_{REF} for non-icing conditions by more than 5 knots CAS at the maximum landing weight.

(b) In determining the distance in paragraph (a) of this section:

(1) The airplane must be in the landing configuration.

(2) A stabilized approach, with a calibrated airspeed of not less than V_{REF} , must be maintained down to the 50-foot height.

(i) In non-icing conditions, V_{REF} may not be less than:

(A) $1.23 V_{SR0}$;
(B) V_{MCL} established under § 25.149(f); and

(C) A speed that provides the maneuvering capability specified in § 25.143(h).

(ii) In icing conditions, V_{REF} may not be less than:

(A) The speed determined in paragraph (b)(2)(i) of this section;

(B) $1.23 V_{SR0}$ with the landing ice accretion defined in appendix C if that speed exceeds V_{REF} for non-icing conditions by more than 5 knots CAS; and

(C) A speed that provides the maneuvering capability specified in § 25.143(h) with the landing ice accretion defined in appendix C.

(3) Changes in configuration, power or thrust, and speed, must be made in accordance with the established procedures for service operation.

(4) The landing must be made without excessive vertical acceleration,

tendency to bounce, nose over, ground loop, porpoise, or water loop.

(5) The landings may not require exceptional piloting skill or alertness.

(c) For landplanes and amphibians, the landing distance on land must be determined on a level, smooth, dry, hard-surfaced runway. In addition—

(1) The pressures on the wheel braking systems may not exceed those specified by the brake manufacturer;

(2) The brakes may not be used so as to cause excessive wear of brakes or tires; and

(3) Means other than wheel brakes may be used if that means—

(i) Is safe and reliable;

(ii) Is used so that consistent results can be expected in service; and

(iii) Is such that exceptional skill is not required to control the airplane.

(d) For seaplanes and amphibians, the landing distance on water must be determined on smooth water.

(e) For skiplanes, the landing distance on snow must be determined on smooth, dry, snow.

(f) The landing distance data must include correction factors for not more than 50 percent of the nominal wind components along the landing path opposite to the direction of landing, and not less than 150 percent of the nominal wind components along the landing path in the direction of landing.

(g) If any device is used that depends on the operation of any engine, and if the landing distance would be noticeably increased when a landing is made with that engine inoperative, the landing distance must be determined with that engine inoperative unless the use of compensating means will result in a landing distance not more than that with each engine operating.

[Amdt. 25-121, 72 FR 44666; Aug. 8, 2007; 72 FR 50467, Aug. 31, 2007]

CONTROLLABILITY AND MANEUVERABILITY

§ 25.143 General.

(a) The airplane must be safely controllable and maneuverable during—

(1) Takeoff;

(2) Climb;

(3) Level flight;

(4) Descent; and

(5) Landing.

(b) It must be possible to make a smooth transition from one flight condition to any other flight condition without exceptional piloting skill, alertness, or strength, and without danger of exceeding the airplane limit-load factor under any probable operating conditions, including—

(1) The sudden failure of the critical engine;

(2) For airplanes with three or more engines, the sudden failure of the second critical engine when the airplane is in the en route, approach, or landing configuration and is trimmed with the critical engine inoperative; and

(3) Configuration changes, including deployment or retraction of deceleration devices.

(c) The airplane must be shown to be safely controllable and maneuverable with the critical ice accretion appropriate to the phase of flight defined in appendix C, and with the critical engine inoperative and its propeller (if applicable) in the minimum drag position:

(1) At the minimum V_2 for takeoff;

(2) During an approach and go-around; and

(3) During an approach and landing.

(d) The following table prescribes, for conventional wheel type controls, the maximum control forces permitted during the testing required by paragraph (a) through (c) of this section:

Force, in pounds, applied to the control wheel or rudder pedals	Pitch	Roll	Yaw
For short term application for pitch and roll control—two hands available for control	75	50	
For short term application for pitch and roll control—one hand available for control	50	25	
For short term application for yaw control			150
For long term application	10	5	20

(e) Approved operating procedures or conventional operating practices must be followed when demonstrating compliance with the control force limitations for short term application that are prescribed in paragraph (d) of this section. The airplane must be in trim, or as near to being in trim as practical, in the preceding steady flight condition. For the takeoff condition, the airplane must be trimmed according to the approved operating procedures.

(f) When demonstrating compliance with the control force limitations for long term application that are prescribed in paragraph (d) of this section, the airplane must be in trim, or as near to being in trim as practical.

(g) When maneuvering at a constant airspeed or Mach number (up to V_{FC}/M_{FC}), the stick forces and the gradient of the stick force versus maneuvering load factor must lie within satisfactory limits. The stick forces must not be so great as to make excessive demands on the pilot's strength when maneuvering the airplane, and must not be so low that the airplane can easily be overstressed inadvertently. Changes of gradient that occur with changes of load factor must not cause undue difficulty in maintaining control of the airplane, and local gradients must not be so low as to result in a danger of overcontrolling.

(h) The maneuvering capabilities in a constant speed coordinated turn at forward center of gravity, as specified in the following table, must be free of stall warning or other characteristics that might interfere with normal maneuvering:

Configuration	Speed	Maneuvering bank angle in a coordinated turn	Thrust/power setting
Takeoff	V_2	30°	Asymmetric WAT-Limited. ¹
Takeoff	$^2V_2 + XX$	40°	All-engines-operating climb. ³
En route	V_{FTO}	40°	Asymmetric WAT-Limited. ¹
Landing	V_{REF}	40°	Symmetric for -3° flight path angle.

¹ A combination of weight, altitude, and temperature (WAT) such that the thrust or power setting produces the minimum climb gradient specified in § 25.121 for the flight condition.

² Airspeed approved for all-engines-operating initial climb.

³ That thrust or power setting which, in the event of failure of the critical engine and without any crew action to adjust the thrust or power of the remaining engines, would result in the thrust or power specified for the takeoff condition at V_2 , or any lesser thrust or power setting that is used for all-engines-operating initial climb procedures.

(i) When demonstrating compliance with § 25.143 in icing conditions—

(1) Controllability must be demonstrated with the ice accretion defined in appendix C that is most critical for the particular flight phase;

(2) It must be shown that a push force is required throughout a pushover maneuver down to a zero g load factor, or the lowest load factor obtainable if limited by elevator power or other design characteristic of the flight control system. It must be possible to promptly recover from the maneuver without exceeding a pull control force of 50 pounds; and

(3) Any changes in force that the pilot must apply to the pitch control to maintain speed with increasing sideslip angle must be steadily increasing with no force reversals, unless the change in control force is gradual and easily controllable by the pilot without using exceptional piloting skill, alertness, or strength.

(j) For flight in icing conditions before the ice protection system has been activated and is performing its intended function, it must be demonstrated in flight with the ice accretion defined in appendix C, part II(e) of this part that:

(1) The airplane is controllable in a pull-up maneuver up to 1.5 g load factor; and

(2) There is no pitch control force reversal during a pushover maneuver down to 0.5 g load factor.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-42, 43 FR 2321, Jan. 16, 1978; Amdt. 25-84, 60 FR 30749, June 9, 1995; Amdt. 25-108, 67 FR 70826, Nov. 26, 2002; Amdt. 25-121, 72 FR 44667, Aug. 8, 2007; Amdt. 25-129, 74 FR 38339, Aug. 3, 2009]

§ 25.145 Longitudinal control.

(a) It must be possible, at any point between the trim speed prescribed in § 25.103(b)(6) and stall identification (as defined in § 25.201(d)), to pitch the nose downward so that the acceleration to this selected trim speed is prompt with

(1) The airplane trimmed at the trim speed prescribed in § 25.103(b)(6);

(2) The landing gear extended;

(3) The wing flaps (i) retracted and (ii) extended; and

(4) Power (i) off and (ii) at maximum continuous power on the engines.

(b) With the landing gear extended, no change in trim control, or exertion of more than 50 pounds control force (representative of the maximum short term force that can be applied readily by one hand) may be required for the following maneuvers:

(1) With power off, flaps retracted, and the airplane trimmed at $1.3 V_{SR1}$, extend the flaps as rapidly as possible while maintaining the airspeed at approximately 30 percent above the reference stall speed existing at each instant throughout the maneuver.

(2) Repeat paragraph (b)(1) except initially extend the flaps and then retract them as rapidly as possible.

(3) Repeat paragraph (b)(2), except at the go-around power or thrust setting.

(4) With power off, flaps retracted, and the airplane trimmed at $1.3 V_{SR1}$, rapidly set go-around power or thrust while maintaining the same airspeed.

(5) Repeat paragraph (b)(4) except with flaps extended.

(6) With power off, flaps extended, and the airplane trimmed at $1.3 V_{SR1}$, obtain and maintain airspeeds between V_{SW} and either $1.6 V_{SR1}$ or V_{FE} , whichever is lower.

(c) It must be possible, without exceptional piloting skill, to prevent loss of altitude when complete retraction of the high lift devices from any position is begun during steady, straight, level flight at $1.08 V_{SR1}$ for propeller powered airplanes, or $1.13 V_{SR1}$ for turbojet powered airplanes, with—

(1) Simultaneous movement of the power or thrust controls to the go-around power or thrust setting;

(2) The landing gear extended; and

(3) The critical combinations of landing weights and altitudes.

(d) If gated high-lift device control positions are provided, paragraph (c) of this section applies to retractions of the high-lift devices from any position from the maximum landing position to the first gated position, between gated positions, and from the last gated position to the fully retracted position. The requirements of paragraph (c) of this section also apply to retractions from each approved landing position to the control position(s) associated with the high-lift device configuration(s) used to establish the go-around procedure(s) from that landing position. In